

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Any anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 27TH, 1906.

Hidden away in a corner of the London Times we noticed a paragraph to the following effect, "The GOVERNOR of Hongkong telegraphs that 57 cases of bubonic plague were reported last week and 45 deaths from the disease occurred." This reminded us of some remarks made by HIS EXCELLENCE, at the opening of the Ho Min Liang Hospital last week. They did not altogether please us at the time, because we foresaw that they would be misunderstood, and lend colour to a stupid objection that was raised some time ago, by a journal now defunct, to the mere publication of the usual plague statistics. This was not what HIS EXCELLENCE had in mind, of course; and the necessity of making such records is admitted by the act of the Government which regularly telegraphs these figures to the Home country. It is always sufficient, however, in small communities, for some semi-original mind to make a criticism—then dozens of human parrots take up the cry, as effectual is the phrase *dit* with a not uncommon type of intellect. We have known a case where, at a fashionable watering-place, a local newspaper was viciously attacked for merely quoting a statement from the report of the M.O.H. that there had been no case of diphtheria.

Urban Councillors, some of whom were interested in bawling houses and hotels, took up the tale, and while making things warm for the offending journalist, defeated their own purpose. Annoyed at the undeserved persecution, the newspaper

proprietor, who fortunately did not depend upon its profits, went into the matter more fully, dragged previous records to light and made the interesting discovery that official records of epidemics had formerly and frequently been deliberately suppressed, because they might have "the effect of deterring people from visiting" the place. Hongkong is not a fashionable tourist resort, but even if it were, we feel quite sure that HIS EXCELLENCE would not countenance any suppression of the truth in order to entice unsuspecting visitors to expose themselves to risk of infection. The point of view of hotel keepers and others who cater for globe-trotters is as easily understood as it is natural, but there can be no two opinions as to the correct moral attitude to take. The visitor might be cared for and protected in such a manner as to reduce his or her risk to an almost insignificant minimum, but even then he or she has a right to be frankly told that there is a risk, however small. This applies chiefly to the places favoured by tourists, and it is not quite so easy to realize what the Government referred to when he said "the constant crying down of the health of the Colony has to a certain extent the effect of deterring people from visiting us, which is a bad effect". It will be obvious to the order of intelligences previously referred to that the "constant" crying down of the health of the Colony must mean the constant or regular publication of plague statistics as issued by the P.C.M.O.H., and we hope they will now take no note of the fact that HIS EXCELLENCE could not have meant that, seeing that the same figures are as constantly telegraphed to England, where it was complained, "Hongkong still retains its old reputation of being a very unhealthy place". We will readily admit that its reputation is worse than it deserves, but that is far from being a certificate that it is an ideal health resort. There have been things said—though we believe not so often as to constitute a "constant" crying down of the health of the Colony—which were prompted as HIS EXCELLENCE generously admitted, by a laudable desire to instigate further sanitary precautions; and it may be that some of these sayings have been a little too strong. We are apt to forget that the Sanitary Board can no more be expected to eradicate disease than the Police can be expected to eradicate crime. Disease and crime continue, and the organisations to combat them must be kept up. But if we say that the Sanitary Board and the Police have similar faults—if we point out that the Sanitary Board dawdles around, making too many minutes about patent ashtrays, while the Police waste time harrasing curio sellers who commit technical breaches of the Arms Ordinance, or coolies who play *fan-tan* with matches—if we have to make such obviously necessary remarks at times, we cannot avoid causing wrong impressions somewhere, for which we cannot repudiate all responsibility. So much depends upon the way these things are said. If, however, the simple publication of statistics, even comparative statistics, is to be misunderstood, the blame must rest upon those who misunderstand them. Otherwise, none of the significant facts of life would ever be published at all.

Mr. C. H. Blason has joined the H. V. Troop.

The 87th plague case was recorded yesterday.

The German cruiser *Nymphe* has been allocated to the Far Eastern squadron.

The sea serpent has been seen again, and sworn to. We will not inflict the details upon our readers.

L'Avant du Tonkin, in honour of the French national fete, had its issue of July 14th bordered with the national colours.

According to an Indo-Chinese journal the Japanese training squadron has been making its way which Admiral Rojdestvensky took with his ill-fated fleet.

His many friends will regret to learn that Mr. E. H. Sharp, K.C., has been indisposed for some days. His malady is said to be a bad attack of fever.

The *Petit Journal* announces positively that the Lebel rifle is to be superseded in the French army, and states that the material for the new arm is ready and that its manufacture will begin at once.

The V.R.C. water polo competition opened on Wednesday when the V.R.C. "A" team met the "A" Company, Royal West Kent, and defeated them by nine goals, the soldiers' score being nil.

In view of the expected opening of the Panama Canal in 1914, a tremendous expansion of the shipping trade of Japan is anticipated, and elaborate schemes for harbour improvements and extensions, involving the expenditure of many millions, are under consideration.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

THE RUSSIAN CRISIS.

London, July 26th.

The revolution in Russia is being repressed.

Many arrests have been made, and the situation is becoming calmer.

TROUBLE IN PERSIA.

London, July 26th.

Persian affairs are in a critical state.

Five thousand refugees have sought protection in the British Legation at Teheran.

[REUTER'S SERVICE]

SIR HENRY CAMPBELL-BANNERMAN AND THE RUSSIAN DUMA.

London, July 24th.

Sir Henry Campbell-Bannerman's reference to the Duma at the inter-parliamentary conference is the theme of general comment. The Conservative papers denounce it as a colossal blunder, where the Liberal press is enthusiastic in its praise of a daring phrase* which will echo throughout the world.

* "The Duma is dead; long live the Duma."

PAN-AMERICAN CONGRESS.

London, July 24th.

The Pan-American Congress has been opened in Rio de Janeiro. All South America is represented except Venezuela.

RUSSIA.

London, July 24th.

The looting in Odessa has ceased. The same streets are affected as in the massacre of 1905. The panic is indescribable. Governor General Kaulbars has told a trembling deputation of Jews that if a single Cossack is wounded, Odessa will run knee-deep in blood.

CANTON-HANKOW RAILWAY.

BELGIAN ENGINEER PROPOSED.

Our Canton correspondent, writing on the 25th inst., says: It is reported that H.E. Viceroy Shum has received a telegram from Sheng King-pao, Director of Railways, recommending the engagement of a Belgian engineer to superintend the construction of the Canton-Hankow Railway. Viceroy Shum immediately communicated the matter to the local directors, who replied that they had no objection to make, assuming that neither of the Chinese engineers, Chin Tin-yan or Kwong Shum-mow was able to come south. The directors asked the Viceroy what remuneration the Belgian engineer would expect.

NEW LONDON BORNEO TOBACCO (LIMITED).

The 11th ordinary general meeting was held on June 21 at Sibsey-house. The Hon. C. H. Strutt, who presided, said that the crop of 1905 was much smaller than that of 1904, partly owing to the change of system on the estates and partly to a determination, if possible, to have quality at the expense of quantity. The tobacco of 1905 had had no drought to speak of; it was a good sample, and was meeting a very good market in Amsterdam. They had sold 3,145 bales for £33,000, and when the bales will be disposed of it might be possible for the directors to profit by a little dividend during the year 1906. For the first time for some years American buyers had purchased parcels of the company's tobacco. This was encouraging. The rise in the exchange at Singapore and the price of silver generally was an unfavourable feature, as it increased the expenses without adding to the receipts. Their investment in the Sapong Company took up a large portion of their capital, but they had great hopes of a return from that property. Referring to the prospects for the current year, he stated that the latest telegraphic advice to him were to the effect that the season was favourable for planting, and that plucking was expected to commence on Wednesday last. This showed, at any rate, that the crop was good and had escaped the drought. He then moved the adoption of the report, which was seconded by Mr. W. M. Reeves. A discussion followed, in the course of which Mr. B. H. Evans contended that there ought to be practical planters on the board. The chairman said that the board were able business men, and he himself, as an agricultural expert, had visited Borneo three times on the company's behalf and at his own expense. In reply to further questions the chairman stated that they had given up rubber-tree planting. As regards coconuts, there were a few trees standing, nearly the whole of the plantation had been destroyed by fire, and the amount had been written off as lost. The report was adopted.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 3rd July, left Singapore on Thursday, the 26th inst., at 9 a.m., and may be expected to arrive on or about Monday, the 30th inst., at 10 a.m.The N.Y.K. str. *Totomi Maru* (Bombay Line) left Shanghai for this port on the 25th inst., and is expected here on the 28th inst.The A.L. str. *Chine* left Shanghai for this port on the 25th inst., and is expected here on the 29th inst.The J.-C.-J. str. *Tjilatjap* left Macassar for this port on the 25th July, and may be expected here on the 2nd Aug.The O.S.S. & C.M. str. *Diomed* passed Singapore on the morning of the 25th inst. bound for Shanghai, direct.

SUPREME COURT.

Thursday, July 26th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOT (CHIEF JUSTICE).

LEURA V. ULLMANN.

His Lordship delivered judgment in the case in which C. and C. Leura sought an injunction against Ullmann and Co., to restrain them from infringing certain of the plaintiff's trade marks.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. C. D. Wilkinson of Messrs. Wilkinson and Grist, for the defendants.

His Lordship's judgment was so long that it took nearly an hour and a half to deliver.

After reviewing at length the evidence adduced, the Chief Justice passed on to the law of the case. He said he must emphasise what he thought was often overlooked—that the law as to infringement of trademarks was but a branch of the law of torts, with special rules, it was true, applicable to the circumstances under which the rights were acquired and the infringements of them occurred. Where a man unlawfully put a portion of another's trademark on goods which he sold to a third, and that purchaser was unable thereby to complete the mark, and so infringed it, then the first man was liable if he knew the purchase was likely so to complete and infringe the plaintiff's trademark, or if he ought as a reasonable man to have foreseen that the purchaser would or was likely to do this. It seemed to him that the "azur" mark had come to be regarded by the Chinese as a trademark, and that it had become common to the trade. He was therefore of opinion that it had become a trademark. Concerning the plain "azur" marks, he was of opinion that whichever way the case was put the plaintiff must fail. With regard to the "Ina" mark, the plaintiffs were entitled to an injunction restraining the defendants or their agents from making use of the mark either in Hongkong or in Hongkong as a distributing centre for the rest of China. This would cover the "Ina" mark in any form resembling the plaintiff's "Ina" mark, either without a border or with any form of device as its surrounding. The account to be taken required some consideration. The remarks of the Vice-Chancellor in "Beard v. Turner" seemed especially applicable to the case. In that case there was a standing by with full knowledge of the infringement, and here, so far as Boett was concerned, there was a similar standing by with the knowledge of what Ullmann was doing. Leura was only entitled to relief from the day when he himself took action. The account would therefore date from the time of the first injunction given by Leura or his agents. The injunction and account would include the "po-wai" mark for what they might be worth. He doubted whether any confusion would arise with regard to the salos, if any, of what were called the "F.B. po-wai" (water) salos. So far as the last paragraph of the relief claimed was concerned, he had some doubt as to what was the correct form of the order. He did not think the order for delivery up, cancellation of which would cover the salos, or other goods which were ordered from Switzerland or elsewhere during the time when Boett was standing by, or prior to the date of Leura's first injunction to the defendant, although the injunction would restrain their sale in Hongkong. Strictly speaking, the injunction covered any goods coming to Hongkong and then distributed to China. His Lordship suggested to the parties that they should agree that the existing stock of "Ina" watches coming within the term of the injunction should be shipped to Shanghai, with an undertaking that none of them should be sold to dealers in Canton or other places usually supplied from Hongkong. Leave was given to either party to apply to vary this order. The question of costs was allowed to stand over until the final settlement of the order.

CHINESE EMIGRANTS TO AMERICA.

The Kwong Yee Chan firm sued Chan Chou-sui to recover the sum of \$9,744.65.

Mr. Calthrop (instructed by Mr. H. K. Holmes), who appeared for the plaintiffs, said he was proceeding on a writ of foreign attachment, the defendant having been out of the Colony since July 25th, 1904.

Defendant was a partner in the plaintiff firm, but they were unable to obtain his address.

While in Hongkong, without the knowledge or consent of the firm, he entered into an agreement in writing with certain persons to secure their admittance into America. He pledged the credit of the plaintiff firm by affixing its chop to the said agreements, and, relying on such representation, several persons paid the defendant money, the total amount having been \$3,794.05.

Such persons were then brought to the United States, but on arrival they were refused admission and returned to Hongkong. As these persons were unable to obtain a repayment from the defendant, they were claiming the amount from the Kwong Yee Chan firm.

After hearing the evidence His Lordship gave judgment and costs for the plaintiffs.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (PUISEY JUDGE).

A BIG FAILURE.

Re Lau Wai-chuen ex parte Lau Wong-san.

This was an application that the debtor be adjudicated bankrupt.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the petitioning creditor, and Messrs. C. F. Dixon (of Mr. John Hastings' office) and F. B. Deacon (of Messrs. Deacon, Looker and Deacon) for other creditors.

Evidence was called and the hearing adjourned.

WEATHER REPORT.

On the 25th at 12 p

WHY STOCKS ARE LOW.

On June 20th the Lord Mayor gave a banquet at the Mansion House to the Chancellor of the Exchequer and the bankers and merchants of London.

Mr. Asquith, responding to the toast of "Continued Prosperity of the Public Purse," said that the Chancellor of the Exchequer, who occupied the post of honour at that hospitable dinner, was in the language of Lord Beauchamp, "nothing more than a trumper and, perhaps, embarrassemphant" daughter.

The bankers and merchants met there with the confidence that their invitation would be amply repaid.

That was not the case with the Chancellor of the Exchequer, who while the best Chancellor of the Exchequer could do the City very little good, the worst

the Chancellor of the Exchequer could do the City very little harm, their heart.

"If I were asked," continued Mr. Asquith, "to say what I think at this moment of the position and prospects of the general trade of the country, I should venture, with the utmost confidence, the opinion that it was thoroughly sound and steadily progressing."

As regards our overseas trade, the figures for the last five months are set out in our economic history, and he was glad to say that the balance of trade was equally satisfactory.

Increased demand for labour was one of the most gratifying signs of the recovery of last year.

He held for new enterprises, was being changed, and the spending and saving power of the community was now fully taken up in advance.

There was one tiny island

that was said to have shown signs of net exports in the rest—the Stock Exchange. To what was the general depreciation in the value of gilt-edged securities due? It seemed to him that there were two factors which had contributed to it.

In the first place, the large borrowing of municipalities, and local authorities during recent years, had, he said, added to the total debt which our Government had to carry on its shoulders; and on the other hand, what was a more eligible, controllable cause, the very activity of trade to which he had referred, which made people inclined to be content with the steady simplicity of securities which used to be 3, but were now only 2½ per cent.

They were accustomed to ask, Was our best

reserve in this country on a sufficiently broad and stable basis to support the vast volume of credit which had been created upon it?

He attempted to answer that question, and to be sure that we possessed at present all the necessary materials for forming a judgment.

He very much doubted it. One point, at any rate, was wrapped in considerable obscurity.

Fifteen years ago a very distinguished predecessor of his, Lord Goschen, calculated

in the Press to the enormous development of the deposits in our joint-stock and private banks.

He estimated them then as something like six hundred million sterling. What were they today? He would not be exaggerating if he said they were something like two thousand millions.

Fifteen years ago the bank only

published their accounts half-yearly or yearly.

Now they gave their returns at much shorter intervals. The time had now come for the banks to take the public a little more into their confidence, and to publish their returns and particularly their cash balances at still shorter intervals.

The Bank of England published

in the Press to the enormous development

of the deposits in our joint-stock and private

banks.

The Earl of Elgin, Colonial Secretary, presided on June 20th at the annual banquet of the Corona Club, whose members are State-officials in the colonial service.

In proposing the toast of the Corona Club,

Lord Elgin said it would yield to no one in his sense of the debt which the country owed to those who undertook to carry on the Government of her Crown Colonies. It was true that he had been only six months at the Colonial Office, but he appreciated very much in India had taught him to appreciate the courage and self-devotion of those who played their part in the government of Crown Colonies. He regarded Crown Colony government as the vanguard of civilization (applause).

A short time ago he had used an expression, which was not his own, about "the man on the spot," and he justified his use of it by the fact that he himself had been the man on the spot.

But there were men more in the spot than he was—dead hang-ups—and he would like them to remember that there must be an intimate relation between the duties of the men who were more and those who were less on the spot.

All engaged in the Colonial service had their special duties, but the service could not succeed unless there was confidence, and with the other. He had formed a very strong opinion of British officers serving abroad. One was that they were inspired above the officers of other nations with sympathy for the people among whom they laboured. Secondly, there was no man like the British officer for loyalty to his chief if his chief was loyal to him (applause).

SERIOUS TRAM ACCIDENT IN LONDON.

An electric tramcar which escaped control in the Archway-road at Highgate, on Saturday afternoon, June 23rd, caused one of the most terrible street disasters in the history of London. The trams, filled with people, plunged at terrific speed down the steep hill, leaving death and destruction in its wake, and finally ending its mad journey at the junction of Highgate-hill and Archway-road, half a mile below. Three people were killed, and twenty-one injured, while a large number omnibuses, a van, and a shop front were completely wrecked. The omnibus, also filled with people, was virtually used as a battering ram, the runaway tramcar sending it into a shop, where one workman was killed instantly and another fatally injured, and then, catching the omnibus on the rebound, drove it into a restaurant two doors below, where it remained. The coroner's inquiry into the disaster was opened on 26th June. The driver of the tramcar attributed the catastrophe to a failure of the brakes. The chief engineer of the Tramway Company expressed the view that the brakes were sufficient if properly used, and he thought the wheels shifted because the driver fell into an error of judgment in the application of the brakes. The inquiry was adjourned.

THE SIXTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

SEA TRAMPS.

A NATIONAL DANGER.

The Times of June 23rd says:—The official programme of business of the Sixth Congress of Chambers of Commerce of the Empire is now practically complete. About 300 delegates from India and the Colonies and 300 from the chambers of commerce of the United Kingdom will meet in Grosvenor-hall, Piccadilly-street, in the second week in July, with the Secretary for the Colonies honorary president and the president of the London Chamber of Commerce, Mr. Thomas F. Blackwell, as president. The list of vice-presidents includes the names of most of the English statesmen and men of affairs whose names are household words throughout the Empire. The programme of business is unusually large and varied. Under the head of commerce relations between the Mother Country, her Colonies and dependencies, it is announced that Mr. George E. Drummond, of the Montreal Board of Trade, will move a resolution to the effect that "This Congress urges upon His Majesty's Governments in the United Kingdom and in the colonies old and dependencies the granting of preferential treatment in their respective markets on a reciprocal basis, as to the other, in living that thereby the bonds of union will be strengthened and the British Empire largely freed from dependence on foreign countries for food and other supplies." A number of similar resolutions have been prepared, which will probably be referred to one at a private committee meeting before the opening of the Congress.

On the carrying trade of the world, as we all know, belongs to British ships. Expressed in figures, the British Mercantile Marine consists of some seven thousand steam vessels, emitting these below a certain tonnage and about a thousand sailing ships. Of steamship five hundred are liners. The rest are tramps.

Now a liner is, of course, a ship that goes to and fro upon the same route, like a railway train; and a tramp is a ship that goes wherever she pleases upon a cargo. There are passenger liners, and liners built for cargo, which sometimes carry a few passengers. A liner usually carries a mixed cargo; a tramp a homogeneous cargo. From the twenty thousand tons a year going to and from twenty-two ports, to the little one thousand ton cargo ship, d' her modest eight or nine, the liners face a network about the globe.

And meanwhile the five thousand odd vessels called tramps wander the world, taking what they can get wherever they can get it. The tramp will carry the margin of those commodities, borne in liners, which fluctuate in quantity according to the season, such as grain, wool, cotton, rice, and raw material for which the demand rises and falls, such as coal, ore, nitrate, sulphur.

To follow in detail the voyages of the tramps in our traffic would be impossible. A specimen trip must suffice. The out and home voyage might be as follows:—She leaves Newport in coal for Alexandria; from Alexandria she goes in ballast to Batum; from Batum she takes case oil to Bombay. Finding nothing for the home market in Bombay, she shifts to Burma in ballast, and loads rice at Bangkok for France; from France she shifts in ballast to Algeria, and fills up with iron ore for

Ghazow.

Consider that a fleet of more than five thousand vessels are plying on cranks such as these, and some notion becomes apparent of the scope of the carrying trade of this country.

Sailing ships to the number of a thousand or so, great and small, still ply, both as tramps and liners, from the big four-masters that sail to Sydney and home by the Horn, or from San Francisco with wheat, round the Horn and north again, to the little ships in the Baltic trades, and the coasting vessels. You shall see them any day in the London docks, though their number steadily diminishes.

The foreign system, under-manned and over-hauled, and run them at a profit. It adds but there are more foreign ships than British in fact—instance—the London docks, upon most days.

Both tramps and liners are, as we all know, largely manned by foreign seamen. The figures are explicit. The number of British seamen in the Mercantile Marine is 176,975; of Lancashire 4,082; of foreign seamen, 40,000. There are 502 foreign masters and mates, and 3,47 petty officers, and there are 50 foreigners holding pilotage certificates for the London district. The wages paid to the foreigner amount to £2,000,000 annually. The British working man is quite content to let that sum go, considering the conditions under which it is earned. He does not care that he can do better ashore.

An interesting resolution will be moved by Mr. J. F. Ellis of the Toronto Board of Trade. It runs as follows:—That in the opinion of this Congress, the circulation and free interchange of newspapers and periodicals published in the different parts of the Empire is not only a promoter of trade, but helps towards that association of ideas and of interest which makes for unity, without which there can be no national existence. Therefore, His Majesty's Government is urged to adopt such rates of postage on this class of mail matter as will encourage the circulation of British newspapers and periodicals in all parts of the Empire. Notice of a motion on behalf of the Montreal Board of Trade is given suggesting that, having regard to their strategic importance to Canada, the Imperial Government should enter into negotiations with the Government of France with a view to the islands of St. Pierre and Miquelon becoming a part of the British Empire. The law of copyright supplies the subject of a motion by a member of the London Chamber of Commerce, which runs: "That it is desirable that the law of copyright should be uniform throughout the Empire, and that the existing laws relating to copyright be so amended when necessary by Imperial and Colonial legislation as to give all citizens of the Empire, subject to local conditions and formalities, identical rights and protection throughout the Empire for all their productions, whether literary, artistic, musical or dramatic."

Among the 200 odd delegates from the Colonies and India are the following gentlemen—Sir Ernest Cable, the Hon. J. D. Kinross, and Mr. C. D. Blair; the Hon. J. P. Howett, C.S.I., C.L.E., the Hon. J. G. Reddie, of Bangalore; Sir Thomas Jackson, the Hon. Gresham Stewart, and the Hon. C. W. Jackson, of Hongkong; Mr. George Sheppard Murray and Mr. Joseph MacGregor Allison, of the Singapore Chamber of Commerce; Mr. George E. Drummond, of Montreal; Mr. W. F. Cockshut, of Bradford; Mr. W. H. Whitmore, Mr. Carr, and Mr. Charles A. Darling, of Adelaide, Australia. Among other social engagements in connection with the Congress, the London Club will entertain all the delegates at the Hotel Cecil at a great banquet which Lord Elgin will preside.

EARTHQUAKE IN WALES.

The most severe earthquake shock that has been recorded in the British Isles for many years was reported in the British Press of June 27th in Wales and the West of England. Great alarm was caused by the disturbance, and the local press reported that the shock was felt in South Wales, where its effects were most sharply and generally felt, and here some remarkable scenes and narrow escapes from disaster were witnessed. In some districts two shocks were noted. They occurred between half-past nine and ten o'clock in the morning, and in most cases lasted from two to three seconds. The usual symptoms of an earth tremor, such as the rattling of windows and the awaying of chairs and tables, occurred everywhere, but in many instances a shock was experienced of a violence unexampled locally within living memory. Although South Wales appeared to be the centre of the seismic disturbance, shocks were felt as far north as Holywell, in Flintshire, and as far south as Lundy Island and Ilfracombe. The eastern boundary of the area may be traced by a line drawn through Bristol, Birmingham, and Shrewsbury. Hundreds of chimneys collapsed at Swansea. The bricks either fell through roofs or into the streets, but no cases of serious injury are reported, the only patients treated at the hospital being two men suffering from scalp wounds as the result of being struck by falling bricks. Several public buildings, including the gaol and the general post office, sustained injury. Professor Milne, whose instruments did not record it, seemed to think it a small affair, no worse than the thousands of small shocks that are felt every year in Japan.

REVELATIONS BY GENERAL ANDRE.

A NATIONAL DANGER.

General André, ex-Minister of War, is publishing daily in the *Matin* highly sensational documents of his memoirs. Opinions may vary as to the discretion of this publication, but there can be no difference of opinion as to its intense interest.—The first instalment forms a narrative of his efforts immediately on taking over the War Office to put an end to the tyranny of the military bureaucracy, which had for so many years governed the army over the head of the successive Ministers of War. General André relates dramatically the difficulties put in his way by the Chief of the General Staff when he began what he and M. Waldeck-Rousseau regarded as a necessary task of separation. His first measure—namely, the removal of three lieutenant-colonels—was submitted to the Chief of the General Staff. General Delanoë, at the moment the latter tendered his resignation, General André refused to allow him to do so. Meanwhile the officers appointed to the General Staff began to arrive at the War Office. General André posted up an order in the War Office bearing that the old officials continued to be responsible for the service in the departments for which General André had chosen new titulaires. It should be said that there was a decree of M. de Freycinet of 1880 declaring that "the choice and instruction of the officers of the General Staff belonged to the Chief of the Staff under the authority of the Minister." This was General Delanoë's defence in presence of his hierarchical chief, but his attitude revealed to General André "the existence of a formidable authority, the rival, if not the superior, of the Minister, and proved to him, as to M. Waldeck-Rousseau, that it was high time to intervene and to wrest the army from this collective and irresponsible dictatorship. Thereupon occurred an extraordinary incident which General André relates in detail in the *Matin*.

One day, while at work in his Cabinet, he received a visit from Count Muravieff, the Russian Military Attaché, who was well known to be on terms of *caurade* with many members of the War Office staff. General André, who looked upon him as a "joyful comrade," was surprised to find that his face was an unusual expression of seriousness. After a formal military salute, "Monsieur le Ministre, I have come to see you about the General Staff officers whom you want to remove. I should be glad if you would revoke your decision." General André refrained from any outburst of temper and said: "Mais non, that is my decision, and I hold to it. First, because I think it a good one; secondly, because I have taken it." Colonel Muravieff observed haughtily: "It is as a representative of the allied Power that I ask you to cancel your decision." The Minister was indignant. "I have to receive orders," he said, "only from the French Parliament, and I beg you." He was interrupted by a loud tone.

The policyholders in the United States, in Canada, and in the principal European countries have been quietly organised during the past six weeks by representatives of the International Policyholders Committee, under the direction of its counsel, Mr. Samuel Untermeyer. As a result of this organisation, a majority of the policyholders in each company will vote at the annual election in December to turn out the J. P. Morgan management, which now controls the New York Life and the Standard Oil management, which controls the Mutual Life Company.

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One of the most notable members of this committee is Cardinal Gibbons, Primate of the Roman Catholic Church in America.

Six Governors of States, and Mr. Longworth,

President Roosevelt's son-in-law, are also members,

and Judge Alton B. Parker, late Chief Justice of the Supreme Court, who was Democratic candidate for the Presidency at the last election, will probably be chairman.

The representatives of the British, French, and German policyholders are to be named shortly.

In announcing the personnel of the committee today, Mr. Untermeyer said: "This is the compilation, by the policyholders themselves, of a movement for reform which started with the investigation by the Armstrong Committee, and was continued by the Legislature of the State of New York, which passed an insurance bill restoring to the policyholders in Mutual companies a voice through the ballot-box in the control of their own savings."

It is surprising how little the policyholders know about what is happening to their interests. The old management are continuing every effort to entrench themselves in office and perpetuate the existing system. At last the policyholders have a chance of choosing their own boards of directors by ballot, and unless the great agency force of the companies, which is using every possible influence to bolster up the present discredited management, prevails, there will be a complete change in the management, without which, it is said, the companies cannot expect to have the confidence of the public or the policyholders.

The Judicature Committee of the S.D.C. has reported that Congress has no right to regulate marine, fire, or life insurance business, except in so far as it relates to the districts of the National Guard.

Whether others such as Mr. W. T. Stead, who has represented the

interests of the English in South Africa, in the light of a special tribute of respect to the German Press, which played, in his opinion, so wholesome a part during the South African war, have also encouraged visitors to imagine that this country is going to sacrifice the friendship of France to that of Germany, we cannot say.

But to prevent the raising of such false hopes, which could only result in much needless heartburning on the banks of the Suez,

we would advise the correspondent of the *Cologne Gazette* and his colleagues to remember that they have succeeded, where their own Government failed—namely, in undermining the *entente cordiale* between this country and France.

Nothing, we feel certain, would be further from the intentions of those among the English organiser of the German visit, like Lord Avebury, as merely animated with a laudable desire, however always easy of fulfilment, to promote friendly relations all round, especially in the domain of international commerce.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not availed for a fixed period will be continued until demanded.

Telegraphic Address: Press, Code: A.R.C., 5th Ed.

Letter's, 194, Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE,
Secretary.

Hongkong, 25th July, 1906. [1478]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamer.

ARRATOON APCAR,
Captain A. E. Gough, will be despatched for the above Ports on MONDAY, 3rd August, at 3 p.m.

For Freight or Passage, apply to

DAVID SASIÖON & CO., LTD.,
Agents.

Hongkong, 26th July, 1906. [1478]

NOTICE.

WE have This Day Authorized Mr. LORENZO BORELLI to Sign on our Part for Procurement.

V. P. MUSSO & CO.

Hongkong, 4th July, 1906. [1360]

S.S. "LAISANG" GENERAL AVERAGE

ARRIVED HONGKONG from CALCUTTA, PENANG and SINGAPORE, 8th December, 1905. ON FIRE 20th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & CO., Hongkong, General Managers, INDIA-CHINA S.N. CO., LTD., before 31st JULY 1906, otherwise they will not be recognized.

Hongkong, 16th July 1906. [1421]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to inquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceeding which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 7th July, 1906. [1381]

CITY OF PARIS,
2, PEDDER'S STREET.

CHEAP SALE

OF

MILLINERY, ETC.,
FOR ONE WEEK.

Hongkong, 25th July, 1906. [1471]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXPENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PEAKY EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply to

GEO. FINNICK & CO., LTD.

Hongkong, 8th June, 1906. [153]

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for PRIVATE RESIDENTS AT THE OUTPORTS.

Comprehensive and Complete Record of the NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

which is incorporated

EVERLAND TRADE REPORT,

in advance, \$12 per annum,

part of the World \$2.

AUCTIONS



PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT of Police, to sell by Public Auction,

TO-DAY (FRIDAY),
the 27th July, 1906, at 11 a.m., at the Central Police Station's Compound,

A QUANTITY OF UNCLAIMED AND CONFISCATED GOODS,

Comprising:—

OLD METALS, RICE, SUGAR, Chinese CLOTHING, CARPENTER'S TOOLS, SANDALWOOD, 200 Lbs. GYPSUM, 444 lbs. RAW OPIUM, &c., &c., &c. Also

7,550 Rounds of ASSORTED AMMUNITIONS, 49 Boxes PERCUSSION CAPS and 12 REVOLVERS; And

A QUANTITY OF CONDEMNED STORES, N.B.—The Arms and Ammunition can only be sold to licensed Arms Dealers.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 25th July, 1906. [1472]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On THURSDAY, the 14th day of August, 1906, at 3 p.m., at their SALE ROOMS, No. 8, Ice House Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY will be put up for Sale in TWO LOTS:

LOT 1. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1,663, together with the Buildings or tenement thereon, known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease theretofore at the yearly rent of \$2,000.

LOT 2. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1,664, together with the Buildings or tenement thereon, known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease theretofore at the yearly rent of \$2,000.

Particulars and Conditions of Sale may be obtained of—

O. D. THOMSON,
Vender's Solicitor.

4, Ice House Street,

and of the Auctioneers.

Hongkong, 26th July, 1906. [1473]

PUBLIC COMPANIES

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Vaux Road, Central, Victoria, Hongkong, the 31st day of July, 1906, at 12 o'clock NOON.

the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 31st of July, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for Confirmation at Special Resolution.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part, be and the same are hereby rescinded.

2. That the Draft Agreement, submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same is hereby approved and that the said Liquidators be and are hereby authorised pursuant to Sections 201 and 202 of the Company's Ordinance, 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,

General Managers.

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 103 of the Articles of Association the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1906, of FOUR DOLLARS per Share.

Dividends Warrants may be obtained at application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 20th July, 1906. [1444]

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, the 14th August, at 12 o'clock, NOON.

for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, 1906, both days inclusive.

By Order of the Board of Directors,

W. E. GLAIZE,
Acting Secretary.

Hongkong, 19th July, 1906. [1445]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandas. Good View of Harbour.

Apply by letter to—

"H. H. H."

Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1398]

TO LET

TO LET.

NO. 16, HOLLYWOOD ROAD, and

NO. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 27th April, 1906. [171]

TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Veranda attached. For further Particulars, apply to—

"M. X. Y."

Care of "Daily Press" Office.

Hongkong, 11th July, 1906. [1397]

TO LET.

TWO GODDOWNS, at East Point, close to the Water, suitable for the Storage of

any Cargo.

Apply to—

E. M. HAZELAND,

No. 33, Queen's Road Central,

Hongkong, 20th January, 1906. [256]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—

A. S. WATSON & CO., LTD.,

Alexandra Building,

Hongkong, 23rd April, 1906. [1946]

TO LET.

NO. 2, MACDONELL ROAD.

Apply to—

COMPRODORÉ'S DEPARTMENT,

Nippon Yusen Kaisha,

Hongkong, 3rd June, 1906. [80]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

PRAYA EAST, No. 91, Top Floor (Godown).

</div

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FOR NIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KENTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
AMSTERDAM and ANTWERP	"PATROCLUS"	On 7th August.
AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LIVERPOOL DIRECT	"TYDEUS"	On 20th August.
AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
LIVERPOOL	"ALCINOUS"	On 30th August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

FOR	STEAMERS	TO SAIL
PACIFIC COAST PORTS, VIA	"TELEMACHUS"	On 4th August.
NAGASAKI, KOBE and YOKO-	"BELLEROPHON"	On 1st September.
HAMA		
WESTWARD.		
TACOMA, SEATTLE, VICTORIA	"TYDEUS"	On 13th August.
and PACIFIC COAST	"STENTOR"	On 8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

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Hongkong, 26th July, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO	"KWEICHOW"	On 28th July.
and TIENTSIN	"TEAN"	On 31st July.
MANILA	"TIENTSIN"	On 31st July.
NINGPO and SHANGHAI	"YOUHOW"	On 1st August.
SHANGHAI	"SUNGKIANG"	On 1st August.
CEBU and ILOILO	"KWEIYANG"	On 7th August.
CHFOO and NEWCHWANG		
MANILA, ZAMBANGA, PORT		
DARWIN, THURSDAY ISLAND,		
COOK TOWN, CAIRNS	"TAIYUAN"	On 11th August.
TOWNVILLE, BRISBANE		
SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[11]

Hongkong, 26th July, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S SS.	LEAVING	STEAMERS	TO SAIL
TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU"	SATURDAY, 28th July, 10 A.M.		
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU"	WEDNESDAY, 1st Aug., 10 A.M.		
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SOSHU MARU"	SUNDAY, 29th July, 10 A.M.		

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 26th July, 1906.

T. ARIMA, Manager.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC, THE "EMPEROR LINE," SAVING 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).			
R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 1st Aug.	23rd Aug.
"TARTAR"	4,425	WEDNESDAY, 8th Aug.	1st Sept.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN"	3,882	WEDNESDAY, 5th Sept.	29th Sept.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 19th Sept.	10th Oct.
"MONTEAGLE"	5,163	WEDNESDAY, 3rd Oct.	27th Oct.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers £20, £42.

1st Class Rail £1, £20, £42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

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EAST ASIATIC CO., LTD.
COPENHAGEN,
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIK PORTS.

S.S. "KINA" on or about the 15th Aug. from Hongkong.

S.S. "SIBIRIEN" on or about the 15th Sept. from Hongkong.

FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKU.

S.S. "SIBIRIEN" on or about the 2nd Aug. from Hongkong.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th July, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJIPANAS...	JAPAN	Second half of July	JAVA PORTS
TJILATJAP...	JAVA	Second half of July	JAPAN PORTS
TJIMAH...	JAVA	Second half of August	JAPAN PORTS
TJILIWONG...	JAPAN	Second half of August	JAVA PORTS

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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SHIPPING IN PORT.

STEAMERS.

A. B. BROCH, Norwegian str. 541, Andersen 14th July—Shanghai 8th July, Earthware—Order.	SIGNAL, German str. 900, G. Soldskier, 23rd July—Bangkok 16th July, Rice—Order.
ALABAMA, British str. 1,253, A. E. Ellis 25th July—Salina Cruz 14th July, General—Jebson Order.	SKUDL, Norwegian str. 947, Alf Odd, 13th July—Honolulu 13th July, Coal—Agaard, Thomesen & Co.
AMARA, British str. 1,556, C. J. Matteck, 23rd July—Hongkong 24th July, Coal—Agaard, Thomesen & Co.	SPARBACH, German str. 900, Lombard, 10th June—Ho-how 9th June, General—Jebson & Co.
AMARAK, British str. 1,100, J. T. Liang, 20th July—Shanghai via ports 24th June, Mail—General—Jebson & Co.	SCULINERA, German str. 783, C. Luppi, 23rd July—Swatow 22nd July, Ballast—Siesser & Co.

POST OFFICE NOTICES.

Found on the counter of the General Post Office.—A walking stick.

The *Prinz Eitel Friedrich*, with the German mail of the 3rd July, left Singapore on Thursday, the 26th inst., at 9 a.m., and may be expected here on or about Monday, the 30th inst., at 10 a.m.

MAIL WILL CLOSE

FOR

PER DATE

Shanghai, Nagasaki, Kobe and Yokohama
Bangkok
Sailor
Shanghai, Yokohama and Kobe
Swatow, Amoy and Foochow
Keelung, Moji, Kobe, Yokohama, Victoria (H.C.) & Macao
Macao
Tsimshau, Chefoo and Nanchang
Shanghai
Manila
Shanghai, Moji and Kobe
Swatow, Amoy and Tamsui
Haiphong
Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
Macao
GURKHA, India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)
The Dated mail will be closed at 5 p.m. today

Monmouthshire

Friday, 27th, 10.00 A.M.

Pakot

Friday, 27th, 11.00 A.M.

Shahjahan

Friday, 27th, 11.00 A.M.

Savonia

Friday, 27th, 11.00 A.M.

Hatching

Friday, 27th, 11.00 A.M.

Shawmut

Friday, 27th, 11.00 A.M.

Hengshan

Friday, 27th, 11.00 A.M.

Sulliv

Friday, 27th, 11.00 A.M.

Keweenaw

Friday, 27th, 11.00 A.M.

Lengpong

Friday, 27th, 11.00 A.M.

Fagoshima Maru

Friday, 27th, 11.00 A.M.

Joshua Morris

Saturday, 28th, 8.00 A.M.

Honolulu

Saturday, 28th, 9.00 A.M.

Empire

Saturday, 28th, 9.00 A.M.

Zafiro

Saturday, 28th, 10.00 A.M.

Denebola

Saturday, 28th, 10.00 A.M.

Hengshan

Saturday, 28th, 10.00 A.M.

Kurikow

Saturday, 28th, 10.00 A.M.

Tijperus

Saturday, 28th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (H.C.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

ECROPE, &c., India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Tientin

Monday, 30th, 11.5 P.M.

Araratian Appear.

Monday, 30th, 2.00 P.M.

Hengshan

Tuesday, 31st, 1.15 P.M.

Kutung

Tuesday, 31st, 2.00 P.M.

Tientsin

Tuesday, 31st, 3.00 P.M.

Tean

Tuesday, 31st, 3.00 P.M.

Empress of China

Wednesday, 1st, 9.00 A.M.

Widewell

Wednesday, 1st, 9.00 A.M.

Chromsingh

Wednesday, 1st, 9.00 A.M.

Yochow

Wednesday, 1st, 9.00 A.M.

Sungkiau

Wednesday, 1st, 9.00 A.M.

Rubi

Wednesday, 1st, 9.00 A.M.

A.M.Y., SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Tientin

Wednesday, 1st, 9.00 A.M.

Armand Behic

Wednesday, 1st, 9.00 A.M.

Kweiyang

Wednesday, 1st, 9.00 A.M.

Tartar

Wednesday, 1st, 9.00 A.M.

Taiguan

Wednesday, 1st, 9.00 A.M.

VESSELS EXPECTED.

Saturday, 11th, 3.00 P.M.

THE AMERICAN MAIL

The T.K.K. str. *America* sailed from Yokohama on the 20th inst., and is due here on the 29th inst.The L.G.M. str. *Siberia* sailed from Yokohama on the 25th July, and is due here on the 6th Aug.

THE GERMAN MAIL

The L.G.M. str. *Prinz Eitel Friedrich* left Singapore on Thursday, the 26th inst., at 9 a.m., and may be expected here on or about Monday, the 30th inst., at 10 a.m.The L.G.M. str. *Bayern* left Kobe via Nagasaki and Shanghai on Sunday, 22nd inst., p.m., and may be expected here on or about Tuesday, the 31st inst.

THE CANADIAN MAIL

The C.P.R. str. *Empress of India* left Vancouver on Monday, the 23rd July, p.m., for Hongkong via the usual ports of call.

MERCHANT SHIPPERS

The H.A.L. str. *Silesia* from Hamburg left Singapore for this port on the 22nd inst., at 7 a.m., and may be expected here on or about the 27th inst., a.m.The Barber Line str. *Saint George* sailed from Singapore on the 24th inst., for this port.The str. *Lightning*, from Calcutta left Singapore on the 25th inst., a.m., and may be expected here on or about 26th inst.The British str. *Manheim* left Seigon on the 15th inst., and is due here on or about 29th inst.The *Pen Lin* str. *Bewicourt*, from Antwerp and London, left Singapore on the 24th inst., for this port.The Indo-Chin str. *Sriwang* left Calcutta for this port via the Straits on the 19th inst., and may be expected here on or about 5th Aug.The E. & A. str. *Eastern*, from Sydney, &c., left Port Darwin on the morning of the 23rd inst. for Manila and Hongkong.The P. & A. str. *Arabia* sailed from Portland on the 4th July, arrived at Yokohama on the 22nd July, between 3 and 6 p.m.The *Mogul* Line str. *Glazier* sailed from Liverpool on the 31st May for China and Japan.The str. *Glenfar* left Callao for this port via Japan ports on the 1st July, and is due here on or about the 15th August.The Boston S.S. Co.'s str. *Tremont* sailed from Tacoma on the 10th inst. for Hongkong via ports of call.

OPIUM.

July 25th.

Quotations are— Allow 10% net to 1 catty.

Malwa New \$1050 to — per picul.

Malwa Old \$1000 to — "

Malwa Older \$1050 to — "

Malwa V. Old \$1100 to — "

Persian fine quality \$700 to — "

Persian extra fine \$750 to — "

Patna New \$830 to — per sheet.

Patna Old \$832 to — "

Banaras New \$832 to — "

Banaras Old \$834 to — "

JOINT STOCK SHARES.

Hongkong, July 26th.

COMPANY.	Paid Up	Quotations
Albanbra	\$200	\$100.
Banks—		
Hongkong & Sh.	\$125.	\$845, buyers London, 222
National B. of China	\$6	\$47.
B. Asbestos E. A.	\$2.	\$7.
China-Borneo Co.	\$12	\$85, buyers
China Light & P. Co.	\$10	\$10.
China Provident	\$10	\$0, buyers
Cotton Mills—		
Evo. & Co.	Tls. 50	Tls. 75.
Hongkong	Tls. 16	\$14, sellers
International	Tls. 75	Tls. 81.
Lao Kuang Mow	Tls. 100	Tls. 75.
Sydney	Tls. 500	Tls. 300.
Dairy Farm	\$6	\$164.
Docks and Warehouses—		
H. & K. Wharf & C.	\$50	\$106, sellers
H. & W. Dock	\$50	\$154, sellers
New Asia Dock	\$24	\$18, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 220.
Shui & H. Wharf	Tls. 100	Tls. 220.
Finwick & Co., Ltd.	\$25	\$22, sellers
Green Island Compan	\$10	\$845, buyers
Hongkong & G. Gas.	\$10	\$115, buyers
Hongkong Electric	\$10	\$115, buyers
H. H. Tel. & T.	\$10	\$134, buyers
Hongkong Hotel Co.	\$25	\$120, sellers
Hongkong Inv. Co.	\$10	\$120, buyers
Hongkong Kep. Co.	\$10	\$120, sellers
H. K. S. Wire-cable	\$50	\$24.
Insurance—		
Canton	\$50	\$24, sellers
China Fire	\$20	\$80, buyers
China Traders	\$25	\$160, buyers
Hongkong Fire	\$50	\$165, buyers
North China	\$25	Tls. 50.
Union	\$100	\$174.
Yangtze	\$50	\$1724, sellers
Land and Buildings—		
Hongkong Land & L.	\$100	\$1113, x. d.
Humphrey's Estate	\$10	\$111, buyers
Kowloon Land & B.	\$30	\$38, sellers
Shanghai Land	Tls. 50	Tls. 110, x. d.
West Point Building	\$50	\$10, x. d.
Mining—		
Charbonnages	Frs. 250	\$450, nominal
Raubs	18/10	\$81, buyers
Philippine Co.	\$10	\$8, sales
Refineries—		
China Sugar	\$100	\$145, sellers
Luzon Sugar	\$100	\$120, buyers
Steamship Companies—		
China and Manch.	\$25	\$20, sellers
China Steamship	\$50	\$15, buyers
H. C. G. & M.	\$15	\$17, buyers
Indo-China S. N. Co.	\$10	\$10, sales
Shantung Transport Co.	\$21	\$27.6, sellers
Star Ferry	\$10	\$20, sellers
Do, New	\$6	\$21, sellers
Shanghai & H. D. Y.	\$50	\$50.
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$32.
Powell & Co., Wm.	\$10	\$14.
Watkins	\$1	